

**ADDENDUM TO THE AGENDA:**

**ADDITIONAL INFORMATION REPORT (INCLUDING SPEAKERS)**

**1.0 INTRODUCTION**

1.1 This report summarises information received since the Agenda was compiled including, as appropriate, suggested amendments to recommendations in the light of that information. It also lists those people wishing to address the Committee.

1.2 Where the Council has received a request to address the Committee, the applications concerned will be considered first in the order indicated in the table below. The remaining applications will then be considered in the order shown on the original agenda unless indicated by the Chair.

**2.0 ITEM 4 – APPLICATIONS FOR PERMISSION TO DEVELOP, ETC.**

**REVISED ORDER OF AGENDA (SPEAKERS)**

<b>Part 1 Applications for Planning Permission</b>					
<b>Application</b>	<b>Site Address/Location of Development</b>	<b>Ward</b>	<b>Page</b>	<b>Speakers</b>	
				<b>Against</b>	<b>For</b>
<a href="#"><u>100346</u></a>	Former Panflora Nurseries Barns Lane, Warburton, WA13 9UG	Bowdon	1	✓	✓
<a href="#"><u>101748</u></a>	Waitrose, 10 Draybank Road, Altrincham, WA14 5ZL	Broadheath	45	✓	✓
<a href="#"><u>101819</u></a>	6 Robin Road, Altrincham, WA14 5WD	Broadheath	56	✓	✓
<a href="#"><u>101917</u></a>	Stretford Public Hall, Chester Road, Stretford, M32 0LG	Stretford	65	✓	✓
<a href="#"><u>101923</u></a>	The Willows Primary School Victoria Road, Timperley, WA15 6PP	Timperley	85		
<a href="#"><u>102090</u></a>	Waitrose, 10 Draybank Road Altrincham, WA14 5ZL	Broadheath	97	✓	✓
<a href="#"><u>102544</u></a>	43 Furness Road, Davyhulme M41 0UQ	Davyhulme East	108		✓
<a href="#"><u>102822</u></a>	Former Magistrates Court, Ashton Lane, Sale, M33 7NR	Ashton On Mersey	116	✓ Cllr Lamb Cllr Hartley	✓
<a href="#"><u>102843</u></a>	Land At Circle Court , Barton Road, Stretford, M32 9QJ	Gorse Hill	194		✓

Page 1      100346/FUL/20:      Former Panflora Nurseries, Barns Lane, Warburton

**SPEAKER(S) AGAINST: David Scaife  
(Neighbour)**

**FOR: Charlotte Fowler  
(Agent)**

The applicant has requested amendments to the wording of two recommended planning conditions, notably conditions 22 and 25. Each condition is discussed in turn.

Firstly in relation to condition 22, the applicant agrees to the submission of a lighting scheme but does not want to restrict future homeowner's rights to replace or install security lighting. Officers find that this request is reasonable and therefore have amended this condition as per the recommendation below.

With regard to condition 25, in relation to obscure glazing, the applicant accepts the obscure glazing requirement for bathrooms, en-suites and stairwells, however requests for the second bullet point (which relates to the first floor secondary bedroom windows on the northeast elevations of Plots 1 and 5) to be deleted. The applicant notes that the distances are under Trafford's guidelines, however states that the distances would not be close enough to warrant obscured glazing for these small and secondary windows. The applicant argues that obscured glazing would detract from the design.

Officers have noted the comments, however it is considered that obscured glazing is necessary for Plots 1 and 5 given the below standard distances between facing habitable room windows and (Plot 1 only) to the boundary of a private garden area. Officers consider that a good quality obscured glass design for the two windows (and indeed windows relating to point 1 of condition 25) would not have any undue impact on the overall design of the development. It is noted that the condition as set out in the original report does not restrict opening lights below 1.7m as it was considered that this could adversely affect the design of the proposed windows and overall appearance of the dwellings. For these reasons, Officers recommend that condition 25 is unchanged.

In addition, Condition 8 as detailed on the Committee Report incorrectly refers to Building 2 on the Existing Site Plan. This should refer to Building 3 and therefore is amended as per recommendation below.

**RECOMMENDATION:**

Condition 8 is amended as follows:

No removal of or works to any hedgerows, trees or shrubs and no works or demolition of Building 3 on the Existing Site Plan (drawing number 1201) shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to and approved in writing by the Local Planning Authority.



6. The site shall be operated entirely in accordance with the Noise Management Plan, dated March 2021 and received by the local planning authority on 8 March 2021.

Reason: In the interests of residential amenity, having regard to Policy L7 of the Trafford Core Strategy.

The subsequent conditions are re-numbered to follow on from this.

**Page 56    101819/HHA/20                      6 Robin Road, Altrincham**

**SPEAKER(S)    AGAINST:    Dr Zhongming Cai  
(Neighbour)  
Statement read out only**

**FOR:                      Mr Shehzad Ghaffar  
(Applicant)**

**Page 65    101917/VAR/20:                      Stretford Public Hall, Chester Road, Stretford**

**SPEAKER(S)    AGAINST:    Jayne Cousill  
(Neighbour)**

**FOR:                      Kate McGeevor  
(Agent)**

For clarity, condition 4 as detailed on the Committee Report is to be amended as detailed below. The intent of the condition does not change, just clarity in wording.

**Recommendation**

Condition 4 amended as follows:

- 4.            Use of the premises shall be restricted as follows:
  - a)            The building shall not be open between the hours of 0000 and 0600 on any day.
  - b)            Amplified music shall not be played outside of the hours of 1000 to 2200 on any day, save for 24 occasions per annum, with no more than 4 occasions per calendar month, when amplified music may be played between 1000 and 2300 on Thursdays, Friday and Saturdays.
  - c)            The building shall not be open to the public between the hours of 2330 and 0600 hours on any day, apart from on the 24 occasions per annum, when amplified music may be played until 2300 on Thursdays, Fridays or Saturdays, when the building shall be open to the public until midnight.

Reason: In the interests of residential amenity and having regard to Policy L7 of the Core Strategy.

**Page 97 102090/VAR/20: Waitrose, 10 Draybank Road, Altrincham**

**SPEAKER(S) AGAINST: Liam Royle  
(Neighbour)  
Statement read out only**

**FOR: Shane Stevens  
(Applicant)**

### **OBSERVATIONS**

The applicant has submitted a revised Noise Management Plan which seeks to mitigate noise associated with deliveries to the site and deliveries from the site associated with home deliveries. Measures include the maintenance of doors, gates and shutters to minimise noise when opening or closing, a limit of five vehicles per hour within dedicated loading bays and a general requirement to minimise noise at all times. There is also a requirement for the Noise Management Plan to be reviewed and updated in response to noise complaints or concerns raised by the local authority.

The revised Noise Management Plan has been reviewed by the Council's Environmental Health Officers who consider it to be acceptable. It is considered that the revised Noise Management Plan would provide appropriate mitigation for the extended delivery hours as set out in the main report.

For the avoidance of doubt, it is recommended that Condition 7 is amended to refer to the Noise Management Plan submitted on 4 March 2021.

### **RECOMMENDATION**

Condition 7 is amended as follows: -

7. The site shall operate entirely in accordance with the revised Noise Management Plan, dated March 2021 and received by the local planning authority on 4 March 2021.

Reason: In the interests of residential amenity, having regard to Policy L7 of the Trafford Core Strategy.

**Page 108 102544/HHA/20: 43 Furness Road, Davyhulme**

**SPEAKER(S) AGAINST:**

**FOR: Daniel Keane  
(Applicant)**

### **Representation**

A comment has been received from Councillor Dillon in support of the proposal and stating that it is appropriate for the Committee to make the decision, given the support of neighbours.

The recommendation as set out in the committee report remains unchanged.

**SPEAKER(S) AGAINST:** Colin Wilson  
(Neighbour)  
**Statement read out only**  
Councillor Lamb  
Councillor Hartley

**FOR:** Alice Routledge  
(Agent)

### **APPLICANT'S SUBMISSION**

The applicant has advised that there is a small area of unregistered land within the application site boundary and has taken steps taken to identify the owner (land registry and legal search undertaken by the applicant solicitor). As the owner of this land is unknown, the applicant has advertised the application in a local newspaper circulating in the locality (the Manchester Evening News) in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14. A revised application form with Certificate D completed has been submitted.

The applicant has also clarified the following details in the report and requested a number of amendments to conditions which are set out below where these are considered acceptable: -

- The overall height of the railings to Cross Street is 1200mm, comprising 1100mm high railing sat on a 100mm high plinth (paragraph 72 of the report).
- The metal railings with hedges behind to the boundaries of the pocket park with the apartments and the two amenity spaces within the site are 1200mm high to match railings around the apartments (paragraph 73).

### **CONSULTATIONS**

**GMEU** – Comment that there needs to be a mechanism to ensure that the contribution identified is actually spent on biodiversity net gain at Broad Ees Dole and that the actual enhancement works to be funded are identified.

**GMP (Design for Security)** – No additional comments to those made previously, recommend a condition requiring the development to reflect the physical security specifications set out in the Crime Impact Statement.

**LHA** – Further comments received in response to the matters outstanding at the time the report was prepared are summarised below.

### **REPRESENTATIONS**

One further letter of objection received from a business located within the row of shops on Cross Street directly adjacent to Brighton Grove, comments summarised as follows: -

- The new houses will have driveways on Brighton Grove, eliminating the parking available for customers. There is very little paid parking available as it is.

- The very well established businesses in this row need to be able to have deliveries on Brighton Grove, as they are unable to have deliveries on Cross Street. Deliveries can currently be dropped off on Brighton Grove and includes trucks and wagons due to the very large materials. Other shops have deliveries too.
- This needs to be considered in the proposed plans as it would directly affect well established businesses next to the development.

## **OBSERVATIONS**

### HIGHWAY MATTERS

The LHA has provided a response to the specific issues raised in the representations regarding the proposed road layout, highway safety and car parking. In summary the LHA confirm that they are satisfied with the proposed highway improvements and do not consider any significant delays will be caused by the changes. The additional traffic and the proposed changes to the highway network will not result in a severe impact on the surrounding roads.

With regards the approach taken in the Transport Assessment (TA) they confirm that the scope of the TA is acceptable and the junctions have been modelled using industry standard software. The use of TRICS is standard practice and as long as the sites selected are in a similar location in terms of sustainability, facilities and available public transport this method of predicting traffic is acceptable. Traffic counts have been undertaken to support the development with an examination of earlier to establish a baseline to account for Covid-19. Traffic associated with the development at The Square has been included.

The LHA is satisfied that the proposed changes to the Cranleigh Drive junction will not significantly increase congestion or the likelihood of accidents. The proximity of the proposed junctions is noted, however the LHA is satisfied that the junctions can be made safe with any road safety issues addressed at the detailed design stage. The proposed single lane at the Cranleigh Drive junction has been introduced following a Road Safety Audit which indicated a potential safety issue with traffic turning out of York Road. Emergency vehicles will still be able to get through the junction past any waiting traffic as the width of the highway is to remain as existing, allowing vehicles to manoeuvre out of the way in order for an emergency vehicle to pass. At the detailed design stage this matter can be further considered.

With the introduction of the give way junction at Cranleigh Drive it is expected traffic will be travelling slower when approaching the junction and Ashton Lane will be narrowed in width with new dwellings introduced adjacent to the carriageway, therefore the LHA do not consider significant increases in traffic speeds will take place. Issues raised with the proposed junction will be further considered at the detail design stage and any measures deemed necessary will be implemented. The new layout will improve pedestrian movements and with regard to concerns regarding pedestrian and cyclist safety, these will be fully addressed through the detailed design stage.

With regards car parking and the concerns raised that the development will impact on existing on-street parking in the vicinity, the LHA confirm that the developer will be required to undertake a review of the parking restrictions on the surrounding streets and if deemed necessary further restrictions will be introduced to prevent any new residents parking in the neighbouring streets. The LHA are satisfied that this will address the concerns associated with the shortfall in parking.

## Internal Layout

The LHA has advised that they will look to strengthen footways at the detailed design stage and that commuted sums will be sought for the maintenance of the materials used in the construction of the highway during the detailed design stage. This has been accepted by the applicant.

The LHA has advised that concerns raised around pedestrian accessibility at the end of the new street within the site can be suitably addressed by the removal of two proposed trees within the highway and the provision of a formal, strengthened crossing point (comprising tactile paving), in particular to assist partially sighted people who may not be able to use the shared surface area as easily. Whilst these trees cannot be provided within the highway it is considered they could instead be provided within the landscape strip to the front of the dwellings immediately behind the current location which would be equally as effective and avoid a reduction in the number of trees proposed. This can be ensured through the details required by the proposed landscaping condition.

## Car Parking

The LHA has advised it is not acceptable to provide parking parallel to the highway at the back of a footpath, therefore the two visitor parking spaces near to the entrance are not acceptable as currently shown. These spaces would need to be provided in the form of standard layby type arrangement with the footway travelling around the rear of the layby. A condition relating to the arrangement of these spaces is therefore recommended.

11 of the 12 car parking spaces to be provided for the proposed apartments are in the form of parking bays parallel to the road and these are likely to be within the adopted highway in future. As such, the developer will not be able to allocate these spaces to individual apartments/occupiers. Instead these spaces will require a resident's parking scheme to be implemented and it is recommended Condition 11 requiring a Parking Management Strategy is amended to include this as a requirement.

The LHA has raised concern that it has not been demonstrated how cars can pull clear of the highway when accessing the proposed garages on Brighton Grove. A condition is recommended to require approval of details of the garage doors, requiring these to be an automatic type and of a specification that the door does not project past the front building line of the garage when in use. This will prevent any adverse impact on the highway as there will only be a very short window of delay as cars wait to approach the garages and the automatic shutter opens allowing the vehicle to fully clear the highway.

The on-street spaces in front of the proposed dwellings on Brighton Grove referred to as 'informal parking' in the report are not considered acceptable due to the difficulty of accessing the garages if these spaces are occupied, as noted at paragraph 143 of the report. The LHA has also advised that double yellow lines will be painted in the front of these dwellings. Therefore for the avoidance of doubt the overall number of parking spaces provided by the proposed development is 100 spaces and not 104 spaces as indicated in the report. Excluding these spaces from the total does not affect the assessment of the level of parking for the dwellings and apartments set out in the report, since these spaces were not identified as being allocated to any of the proposed dwellings.

The representations refer to a car club scheme as potential mitigation for the level of car parking proposed. This could be included as a measure in the Travel Plan to be submitted and approved, subject to further consideration regarding its feasibility.

Condition 13 is proposed to be amended to allow dwellings and apartments to be occupied once the car parking for that particular dwelling or apartment has been provided and is available for use (rather than require all the parking across the site to be provided prior to any part of the development being occupied as currently drafted).

### Accessible Parking

The provision of accessible parking was still under consideration at the time of preparing the report. For the proposed apartments the applicant has since confirmed that 1 or 2 accessible parking spaces could be provided with minor adjustments to the layout. These spaces would be located one to the rear of each apartment building, close to the rear entrance. The LHA has advised that one of these spaces does not meet the required dimensions whilst the other is not ideal. For the proposed dwellings no specific accessible spaces are identified, although a total of 20 of the dwellings have driveways that are able to accommodate accessible parking.

The Council's parking standards require the level of accessible parking provision to be negotiated on a case-by-case basis. It is considered that 5 of the on-street parking bays adjacent to the proposed apartments could be used as accessible spaces, since there is no physical restriction limiting accessibility of these spaces. 6 further spaces could also be used, albeit these spaces may not be fully accessible if the driver or passenger required access to the rear of the vehicle and a car was parked behind. This is considered an acceptable level of provision for the proposed apartments. For the proposed dwellings it is considered that a further 2 accessible parking spaces should be provided on the gyratory part of the site to ensure greater availability of accessible spaces across the site. This can be achieved by widening 2 of the proposed parking spaces (extending the car park towards York Road), resulting in a total of 22 accessible spaces for the dwellings across the site.

This would result in an overall total of up to 27 accessible spaces across the development (or 33 if the double bays adjacent to the apartments are also included) which represents 28% of the total number of spaces which is considered an acceptable level of provision. An additional condition is recommended to require provision of 2 accessible spaces on the gyratory part of the site.

### Cycle Parking

The LHA has advised the proposed cycle storage for some of the proposed dwellings does not meet the minimum standards as set out in the SPD3. The condition recommended in the report requiring submission and approval of details of proposed secure cycle parking and storage arrangements will ensure that this is addressed.

### Travel Plan

It is considered the requirement to submit a full Travel Plan for approval should be amended to provide this prior to first occupation of any part of the development, rather than within 6 months of occupation as currently recommended, to ensure it can effectively influence travel patterns from the outset.

## Adopted Highway

The LHA do not consider the parking courtyard proposed on the west of the site to be suitable for adoption and also that for the parallel parking spaces the LHA would seek to introduce restrictions prior to adoption to retain spaces for residential use. The applicant has confirmed the extent of highway adoption is to be agreed with the LHA and LPA as part of the detailed design and that residential parking permit schemes will also be considered within the site as appropriate.

## CRIME PREVENTION AND SECURITY

The applicant has provided a detailed response to the recommendations made in the Crime Impact Statement, setting out how the scheme has responded to the advice provided by GMP (Design for Security) and/or is to be dealt with by conditions where appropriate.

As set out in the report GMP recommend that car parking spaces are located within the curtilage of the dwelling where the vehicle can be easily overlooked from the owner's dwelling, however there are several places where this is not achieved as a number of spaces are not within the curtilage and due to the boundary treatment proposed they would not be visible from the ground floor windows of the owner's dwelling. Nevertheless the applicant has demonstrated (with a concept diagram/drawing) there would be overlooking of spaces from first floor windows of dwellings.

Given the above it is considered the applicant would not be able to comply with Condition 32 as currently drafted in the report, therefore it is recommended the condition is amended to retain the requirement for the development to be designed and constructed in accordance with the recommendations in the Crime Impact Statement except where identified in the response provided by the applicant.

## ECOLOGY AND BIODIVERSITY

The GM Ecology Unit has advised that there needs to be a mechanism to ensure that the money to be secured for biodiversity net gain at Broad Ees Dole Local Nature Reserve is spent for this purpose and that the actual enhancement works on the site to be funded by the contribution needs to be identified. With regards the contribution the approach set out in the report for the Council to make a voluntary allocation of the sum required on first occupation will ensure that this is available for the works. With regards the latter point it is considered that a condition requiring submission and approval of a Habitat Management Plan for the proposed works and which shall include details for its implementation and subsequent management is necessary to ensure that an appropriate scheme is delivered to offset the loss of biodiversity on the site.

## DEVELOPER CONTRIBUTIONS

Paragraph 204 of the report states that the contributions required by the proposed development will be secured by the Council making a voluntary allocation into the S106 budget on first occupation. Following Counsel's advice it is proposed that contributions will be secured by a Grampian condition that development cannot commence until an agreement has been entered into with the Local Planning Authority to pay the contributions. A further Grampian condition is proposed that, in the event the land is sold before commencement of development, a section 106 agreement is entered into by the new owner with the Local Planning Authority to pay the contributions. This will ensure that the obligation to pay the contributions will run with the land.

These two conditions will allow the Local Planning Authority to have full confidence that the contributions can be fully and lawfully secured.

## OTHER ISSUES

Condition 3 is proposed to be amended to require a minimum of 13 of the affordable units to be for rent (this being the number currently proposed for rent).

Condition 6 is proposed to be amended to require all hard surface materials to be in accordance with the materials specified in the application to ensure that the high quality materials and different surface treatments across the site as indicated is carried through to implementation of the scheme.

An additional condition to require details of the service doors to the proposed apartments is considered necessary. Although the drawings describe an acceptable type of door the appearance isn't clearly shown on the drawings.

Minor amendments to Condition 7 are set out below.

As set out above, due to there being a small area of unregistered land within the application site boundary the applicant has advertised the application in a local newspaper circulating in the locality. This notice was published in the Manchester Evening News on 5 March 2021 and the Council is unable to determine the application until expiry of 21 days from publication of the notice, which is 26 March 2021.

It is therefore proposed that the recommendation is amended to grant, subject to no further representations being received before 26 March 2021 that raise new material considerations not previously included or addressed in the Officer Report or Additional Information Report. In the event of any representations being received which raise any new material considerations the decision to grant or refer the application back to the Planning and Development Management Committee is delegated to the Head of Planning and Development.

## **RECOMMENDATION**

**GRANT**, subject to no further representations being received before 26 March 2021 that raise material considerations not previously included or addressed in the Officer Report or Additional Information Report and subject to the following amended and additional conditions: -

Note the numbering of conditions will be reviewed and amended prior to the decision being issued.

### Amended Conditions

3. 21 no. of the residential units hereby permitted shall only be used for the purposes of providing affordable housing, to be occupied by households or individuals who satisfy at least one of the following criteria and shall not be offered for sale or rent on the open market: -

- has lived in Trafford by choice for a certain time (six months out of the last 12).
- has close family living in Trafford, who have lived in the borough for at least the previous five years; (normally defined as parent/s or children).
- has settled employment in the Trafford area.

- has special circumstances that give rise to a local connection.

The units shall comprise 6no 1 bedroom apartments, 7no 2 bed room apartments, 4no 3 bedroom houses and 4no 4 bedroom houses. Details of the tenure of the affordable units shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the affordable units and shall include a minimum of 13 units for rent.

This planning condition shall not apply to the part of the property over which:- (i). a tenant has exercised the right to acquire or any similar statutory provision and for the avoidance of doubt once such right to acquire has been exercised, the proprietor of the property, mortgagee and subsequent proprietors and their mortgagees shall be permitted to sell or rent the property on the open market; (ii). a leaseholder of a shared ownership property has staircased to 100% and for the avoidance of doubt once such staircasing has taken place the proprietor of the property, mortgagee and subsequent proprietors and their mortgagees shall be permitted to sell or rent the property on the open market.

Reason: To comply with Policies L1, L2, L3 and L8 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 1: Planning Obligations and the National Planning Policy Framework.

6. a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include a full specification of all boundary treatments across the site, details of all street furniture including seating and bollards, the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities and which shall include a minimum of 111 trees and 604 linear metres of hedgerow), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works. All hard surfaced materials shall be in accordance with the details and layout specified on drawing no. S1153-IBI-XX-XX-GA-L-1001 Rev P05 – External Works General Arrangement Plan.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within the lifetime of the development (other than those within private gardens/curtilages where the period shall be within a minimum of 5 years of planting) shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location, the nature of the proposed development and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

7. The development hereby approved shall not be occupied until a management plan for the pocket park, communal amenity spaces and areas of public realm and a schedule of landscape maintenance for the lifetime of the development has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for implementation of the Management Plan and the pocket park, communal amenity spaces and

areas of public realm shall be managed and maintained thereafter in accordance with the approved Management Plan.

Reason: To ensure that the site is satisfactorily maintained and landscaped having regard to its location, the nature of the proposed development and having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

11. No above ground construction works shall take place unless and until a Parking Management Strategy for the development has been submitted to and approved in writing by the Local Planning Authority. The submitted Strategy shall include details of how all parking spaces within the development will be allocated and appropriately managed to ensure spaces are available for residents and visitors of the development and shall make provision for a resident's parking scheme to be introduced for all parking spaces that are located within the proposed adopted highway. The approved Strategy shall be implemented upon first occupation of the development and adhered to at all times thereafter.

Reason: To ensure that satisfactory provision is made within the site for the accommodation of vehicles attracted to or generated by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy, Supplementary Planning Document 3: Parking Standards and Design and the National Planning Policy Framework.

13. The car parking spaces shown on approved drawing no. S1153-IBI-XX-XX-GA-L-1001 Rev P05 – External Works General Arrangement Plan shall be made fully available prior to the dwelling or apartment to which it relates first being occupied and shall be retained thereafter for their intended purpose. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 or any equivalent Order following the amendment, revocation and re-enactment thereof, no development (other than that carried out in accordance with this permission) shall take place on any of the areas so provided.

Reason: To ensure that satisfactory provision is retained within the site for the accommodation of vehicles attracted to or generated by the proposed development, having regard to Policies L4 and L7 of the Trafford Core Strategy, the Council's adopted Supplementary Planning Document 3: Parking Standards and Design and the National Planning Policy Framework.

17. Prior to the first occupation of any part of the development hereby permitted a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- A firm commitment to targets detailed within the Travel Plan;
- Realistic and quantifiable targets;
- Effective objectives and incentives to reduce car travel and increase use of non-car modes;
- Targets to be reviewed and monitored against the baseline which will be established within 3 months of the first date of operation;
- Resident travel surveys shall be completed every 12 months from the date of first operation, and for a minimum period of ten years.

The approved Travel Plan shall be implemented for a period of not less than 10 (ten) years from the first date of operation.

Reason: To reduce car travel to and from the site in the interests of sustainability and highway safety, having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

32. The development hereby approved shall be designed and constructed in accordance with the recommendations contained within sections 3.3 of the submitted Crime Impact Statement version A: 20th November 2020 Reference: 2020/0675/CIS/01 and the physical security specifications set out in section 4 of that document, other than where identified in the 'Crime Impact Statement (CIS) Recommendations' spreadsheet submitted by the applicant on 03 March 2021. The approved measures shall be retained and maintained thereafter.

Reason: In the interests of crime prevention and community safety, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

#### Additional Conditions

36. No development shall take place or commence on any part of the site unless and until a legal agreement has been entered into with Trafford Borough Council that includes the following provisions:

- A £96,429.76 contribution towards local open space and provision for children/young people;
- A £101,296 contribution towards outdoor sports facilities;
- A £220,318 contribution towards off-site primary education facilities and a £218,720 contribution towards off-site secondary education facilities;
- A £7,560 contribution towards habitat creation, restoration and/or enhancement at Broad Ees Dole Local Nature Reserve; and
- All contributions shall be paid prior to commencement of development.

Reason: To mitigate the impacts of the development with regard to infrastructure provision relating to local open space and provision for children/young people; outdoor sports facilities; primary and secondary education facilities; and habitat creation, restoration and/or enhancement at Broad Ees Dole Local Nature Reserve, having regard to Policies L2, L8, R2 and R5 of the Trafford Core Strategy and the National Planning Policy Framework.

37. No development shall take place or commence on any part of the site, in the event that any legal entity acquires a legal interest in any part of the site prior to development commencing on the site, unless and until that legal entity has entered into a planning obligation with Trafford Borough Council pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended) that includes the following provisions:

- A £96,429.76 contribution towards local open space and provision for children/young people;
- A £101,296 contribution towards outdoor sports facilities;
- A £220,318 contribution towards off-site primary education facilities and a £218,720 contribution towards off-site secondary education facilities; and
- A £7,560 contribution towards habitat creation, restoration and/or enhancement at Broad Ees Dole Local Nature Reserve.

Reason: To mitigate the impacts of the development with regard to infrastructure provision relating to local open space and provision for children/young people; outdoor sports facilities; primary and secondary education facilities; and habitat creation, restoration and/or enhancement at Broad Ees

Dole Local Nature Reserve, having regard to Policies L2, L8, R2 and R5 of the Trafford Core Strategy and the National Planning Policy Framework.

38. Notwithstanding the details shown on the approved plans, the semi-detached dwellings on the western part of the site shall not be occupied until two accessible car parking spaces have been provided in accordance with a scheme that has first been submitted to and approved in writing by the Local Planning Authority. The approved accessible parking spaces shall not thereafter be used for any purpose other than the parking of vehicles.

Reason: To ensure that satisfactory provision is made within the site for accessible parking, having regard to Policies L4 and L7 of the Trafford Core Strategy, Supplementary Planning Document 3: Parking Standards and Design and the National Planning Policy Framework.

39. Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until a revised plan for the arrangement of the two car parking spaces located adjacent to the site entrance has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented in accordance with the approved details.

Reason: In the interests of highway and pedestrian safety, having regard to Policies L4 and L7 of the Trafford Core Strategy, Supplementary Planning Document 3: Parking Standards and Design and the National Planning Policy Framework.

40. The development hereby permitted shall not be occupied until a Habitat Management Plan for Broad Ees Dole Local Nature Reserve has been submitted to and approved in writing by the Local Planning Authority. The Habitat Management Plan shall identify the proposed habitat creation, restoration and/or enhancement works to be implemented and include details for their long-term management and maintenance. The habitat creation, restoration and/or enhancement works shall be implemented, managed and maintained in accordance with the proposals and timescales set out in the approved Habitat Management Plan.

Reason: To ensure that the offsite habitat creation, restoration and/or enhancement works required to mitigate for the loss of biodiversity on the site as a result of the development is implemented and effectively managed thereafter, having regard to its location and the nature of the proposed development and Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework.

41. No above-ground construction works shall take place until details of the external doors to the plant room, bin store and cycle store of the apartment buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The doors shall be 'Polyester Powder Coated Steel Doors with Laser cut pattern detail' as specified on the approved drawings and the submitted details shall include the design, finish and colour of the doors. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity having regard to Policy L7 of the Trafford Core Strategy and the requirements of the National Planning Policy Framework.

**SPEAKER(S) AGAINST:**

**FOR: Andrew Booth  
(Applicant)**

The applicant wishes to clarify that the five space garage block is disused and not available for letting purposes by Trafford Housing Trust (THT).

**CONSULTATIONS**

**Lead Local Flood Authority (LLFA)** – No objections subject to a condition requiring the development to be carried out in accordance with the submitted Flood Risk Assessment and Drainage Strategy. The LLFA advise that a SUDs management plan is not necessary as this development is for a single hotel with one owner and therefore unlike a residential development whereby there are multiple owners at risk/in dispute.

**OBSERVATIONS**

**Paragraph 113** – The amount of car parking spaces that would be lost from THT land to facilitate the development would be approximately 40 spaces out of a total of approximately 60 spaces, not 21 as referred to in the officers report. The applicant has confirmed that the existing parking provision will still be available to residents when construction works commence and the spaces lost will be through a phased approach agreed between THT and the applicant, an appropriate condition would be included to require details of the phased removal of the spaces. The applicant has requested that the wording of condition 24 (Parking provision for THT residents) be reworded to allow for the new car parking for THT residents to be completed in accordance with details as approved as part of a relevant planning approval rather than the specific scheme approved under planning reference 100525/FUL/20. It is understood the approved scheme of parking for residents of Circle Court is likely to be amended to reflect feedback from residents.

**RECOMMENDATION**

**Condition 2 (Redrafted, additional plan added regarding drainage strategy)** - The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:-

- Drawing No:11159-AEW-XX-XX-DR-A-0501 Rev. P4 – Proposed Location Plan
- Drawing No:11159-AEW-XX-XX-DR-A-0503 Rev.12 – Proposed Site Plan
- Drawing No:11159-AEW-XX-XX-DR-A-0510 Rev.P7 – Ground Floor Plan
- Drawing No:11159-AEW-XX-XX-DR-A-0511 Rev.P5 – First Floor Plan
- Drawing No:11159-AEW-XX-XX-DR-A-0512 Rev.P4 – Second & Third Floor Plan
- Drawing No:11159-AEW-XX-XX-DR-A-0513 Rev.P4 – Fourth to Sixth Floor Plan
- Drawing No:11159-AEW-XX-XX-DR-A-0514 Rev.P4 – Roof Plan
- Drawing No:11159-AEW-XX-XX-DR-A-0520 Rev.P6 – North Facing Elevation
- Drawing No:11159-AEW-XX-XX-DR-A-0521 Rev.P6 – East Facing Elevation
- Drawing No:11159-AEW-XX-XX-DR-A-0522 Rev.P6 – South Facing Elevation

- Drawing No:11159-AEW-XX-XX-DR-A-0523 Rev.P6 – West Facing Elevation
- Drawing No:11159-AEW-XX-XX-DR-A-0525 Rev.P4 – External Enclosure Elevation
- Drawing No:11159-AEW-XX-XX-DR-A-0530 Rev.P2 – Section AA
- Drawing No:11159-AEW-XX-XX-DR-A-0531 Rev.P2 – Section BB
- Drawing No:11159-AEW-XX-XX-DR-A-0532 Rev.P5 – Section CC
- Drawing No:11159-AEW-XX-XX-DR-A-0533 Rev.P2 – Section DD
- Drawing No:11159-AEW-XX-XX-DR-A-0534 Rev.P3 – Existing & Proposed Site Sections Sheet (1)
- Drawing No:11159-AEW-XX-XX-DR-A-0535 Rev.P1 – Existing & Proposed Site Sections Sheet (2)
- Drawing No:201 Rev.B Planting Plan
- Drawing No: 19916-XX-GF-DR-E-67-701 – Electrical Services External Lighting
- Drawing No: ARB/4068/Y/200 Rev.F – Arboricultural Layout
- Drawing No: TPP/4068/Y/300 Rev.B – Tree Protection & Retention
- Drawing No: 11159-AJP-ZZ-00-DR-C-0900 Rev.P05 – Below Ground Drainage Preliminary Drainage Strategy

Reason: To clarify the permission, having regard to Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework.

**Condition 5 (Redrafted Condition)** - No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site as identified on ACS Drawing Ref: ARB/4068/Y/200 Rev.F 'Arboricultural Layout' have been protected in accordance with the tree protection measures as set out in the Arboricultural Report dated November 2020 by ACS Consulting. The protection measures shall be retained throughout the period of construction and no activity prohibited by the Arboricultural Report shall take place within the exclusion zones / root protection areas identified on ACS Drawing Ref:TPP/4068/Y/300 Rev.B 'Tree Protection & Retention'.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area having regard to Policies L7, R2 and R3 of the Trafford Core Strategy and the National Planning Policy Framework. The fencing is required prior to development taking place on site as any works undertaken beforehand, including preliminary works, can damage the trees.

**Condition 11 (Redrafted Condition)** - No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the demolition/construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials including times of access/egress
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoardings including decorative displays and information for members of the public, including contact details of the site manager
- v. wheel washing facilities, including measures for keeping the highway clean
- vi. measures to control the emission of dust and dirt during demolition and construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works (prohibiting fires on site)
- viii. proposed days and hours of demolition and construction activity (in accordance with Trafford Councils recommended hours of operation for construction works)

- ix. measures to prevent disturbance to adjacent dwellings from noise and vibration, in accordance with the principles of Best Practicable Means as described in BS 5228:2009 (parts 1 and 2) including from piling activity and plant such as generators.
- x. information on how asbestos material is to be identified and treated or disposed of in a manner that would not cause undue risk to adjacent receptors.
- xi. procedures for dealing with any complaints

Reason: To ensure that appropriate details are agreed before works start on site and to minimise disturbance and nuisance to occupiers of nearby properties and users of the highway, having regard to Policy L4 and Policy L7 of the Trafford Core Strategy and the National Planning Policy Framework. The details are required prior to development taking place on site as any works undertaken beforehand, including preliminary works, could result in adverse residential amenity and highway impacts.

**Condition 12 (Redrafted Condition)** - No occupation of any part of the development shall take place until a full external lighting scheme and a Lighting Impact Assessment has been submitted to and approved in writing by the Local Planning Authority in respect of exterior lighting installations in order to demonstrate compliance with the Obtrusive Light Limitations of The Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light Guidance Note 01/20, including details of any necessary mitigation measures. Any mitigation measures shall be implemented in full before the development hereby permitted is first occupied and shall be retained thereafter.

Reason: In the interests of residential amenity and safety having regard to Policy L7 of the Trafford Council and the National Planning Policy Framework.

**Condition 24 (Redrafted Condition)** - No part of the development hereby approved shall be brought into use until a scheme for car parking provision for the residents of Circle Court has been completed in accordance with a relevant planning permission.

Reason: To ensure that satisfactory car parking provision is made at Circle Court apartments to compensate for loss of spaces as part of the approved hotel development in the interest of highway safety having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

**Condition 30 (Additional Condition)** - No development shall take place until a car park management plan which details the provision of car parking for Circle Court residents during the period of construction works, having regard to the phased sequence of works on site, has been submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented and retained for the duration of the construction works.

Reason: To ensure satisfactory provision is made for residents parking during the duration of works in the interests of residential amenity having regard to Policies L4 and L7 of the Trafford Core Strategy and the National Planning policy Framework. Details are required to be agreed prior to development works commencing on site in order initial site hoarding is erected in accordance with approved scheme.

***Condition 31 (Additional condition) – The development hereby approved shall be carried in accordance with the approved Flood Risk Assessment & Drainage Strategy Report (21<sup>st</sup> January 2021 / 11159-AJP-ZZ-XX-RP-C-300 Rev. P05 / The Alan Johnston Partnership LLP) and the following mitigation measures shown below:***

- Limiting the surface water run-off generated by the 1 in 100 year + CC critical storm so that it will not exceed 27.8l/s and not increase the risk of flooding off-site.
- Provision of a minimum 139.9m<sup>3</sup> attenuation flood storage across the site to a 1 in 100 +CC year standard.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site in accordance with the Guidance Document to the Manchester City, Salford City and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment, Policies L5 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

**RICHARD ROE, CORPORATE DIRECTOR, PLACE**

**FOR FURTHER INFORMATION PLEASE CONTACT:**

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